



NOTES:

1. If any part of an A.C. pavement restoration fails, a corrective inlay will be required. The width and length of the inlay will be determined by the City Engineer pursuant to these Standard Drawings.
2. In this example, the utility cut or trench is located within an A.C. roadway with a bike lane or parking lane, and there is less than 5 feet between parallel trench cuts.
3. The number of jogs in the inlay shall be kept to a minimum.
4. The width of example "B-3" grind/mill and inlay shall be 9 feet minimum, 24 feet maximum, and shall not encroach on adjacent travel lane or turn lane unless one of the two parallel pavement cuts is in each lane, and then the grind/mill and inlay shall not encroach more than 2 feet.



City Of Beaverton

ENGINEERING DEPARTMENT

CITY ENGINEER
Terry Waldele, P.E.

CORRECTIVE A.C. PAVEMENT INLAY EXAMPLE "B-3" FOR UTILITY CUT OR TRENCH

DATE
6 - 10 - 04

DRAWN BY
JCH - CPD

DRAWING NO.
316